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Amendments to the Claims

The following is a list of the claims, as amended, and replaces all previous listings of claims in this matter:

1. (Presently amended) A center plate for a railroad car, the center plate having an upwardly oriented mounting interface for rigid connection to the railroad car, a radially farthest portion of the center plate seatable within a center plate bowl of the railroad car truck, a downwardly facing bearing surface mountable in pivotable engagement within the center plate bowl, and [an integrally formed] a central portion sized to engagingly fit a king pin, the central portion standing taller than said mounting interface, said central portion and said radially farthest portion being parts of a monolith.
2. (Original) The center plate of Claim 1 wherein said center plate is a monolith.
3. (Original) The center plate of Claim 1 wherein said center plate is a casting.
4. (Previously presented) The center plate of Claim 1 wherein said radially farthest portion is an upstanding peripheral wall.
5. (Original) The center plate of Claim 4 wherein said upstanding peripheral wall is circular.
6. (Previously Amended) The center plate of Claim 1 wherein a welding relief is formed radially outwardly adjacent to said upwardly oriented mounting interface.
7. (Presently Amended) The center plate of Claim 4 wherein a welding said upwardly oriented interface includes an upwardly oriented abutment face, and relief is formed radially outwardly adjacent to said abutment face.
8. (Original) The center plate of Claim 1 wherein said center plate has an upwardly oriented indexing member operable to discourage mis-orientation of said center plate relative to the railroad car.
9. (Presently Amended) A center plate for a railroad car, wherein the center plate has:
an upwardly oriented mounting interface for rigid connection to the railroad car;
a radially farthest portion of the center plate seatable within a center plate bowl of the railroad car truck;
a downwardly facing bearing surface mountable in pivotable engagement within the center plate bowl;
a central portion sized to engagingly fit a king pin, the central portion standing taller than said mounting interface;

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[[The center plate of Claim 1 wherein said center plate has:]]

a base plate, said bearing surface being a surface of said base plate;
a circular peripheral wall, said radially farthest portion being a radially outwardly oriented portion of said circular peripheral wall;
said circular peripheral wall extending upwardly of said base plate;
at least one web standing upwardly of said base plate and extending between said central portion and said circular peripheral wall; and
an indexing member, said indexing member being a super-elevated portion of said web.

10. (Previously presented) A center plate in the form of a casting for a railroad car, the casting having a radially farthest portion of the center plate surrounding a bearing surface, said radially farthest portion of the center plate being seatable entirely radially within a center plate bowl of a railcar truck, said radially farthest portion having an upwardly oriented abutment for rigid connection to the railroad car, said bearing surface being placed upon a railcar truck and a hollow central portion sized to engagingly fit a king pin and standing taller than said abutment.

11. (Previously presented) A center plate in the form of a casting for a railroad car, the casting having:
a bearing portion for seating in pivotally movable engagement within a center plate bowl of a railroad car truck;
an interface for rigidly mounting to a railroad car;
a radially farthest portion of the center plate seatable within a center plate bowl
a hollow sized to engagingly fit a king pin and standing taller than, and radially inward of, the interface; and
the casting being free of any member extending a radially greater distance than said radially farthest portion.

12. (Presently Amended) A center plate for a railroad freight car, the center plate being for installation between a central sill member of the rail road car and a center plate bowl of a railroad car truck, said center plate comprising:

a base portion having a bearing surface pivotally engageable in the center plate bowl of the truck;
a peripheral wall extending upwardly of said bearing surface, said wall having an attachment interface for rigid mounting of said center plate to the central sill member of the railroad car; and
a central hollow member standing upwardly of said base portion;
said hollow central member, and said peripheral wall being portions of a monolith;
said hollow member being taller than said peripheral wall;

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said hollow member having a passage defined therein to engagingly fit a railroad car king pin; and
said center plate being free of any member extending radially beyond said peripheral wall.

13. (Original) The center plate of Claim 12 wherein said center plate has at least one indexing member engageable with said central sill member to establish angular orientation of said center plate relative to said central sill member.

14. (Original) The center plate of Claim 12 wherein said peripheral wall has a welding relief extending thereabout adjacent to said attachment interface.

15. (Original) The center plate of Claim 12 wherein upstanding web members extend between said central hollow member and said peripheral wall.

16. (Original) The center plate of Claim 13 wherein upstanding web members extend between said central hollow member and said peripheral wall, and said indexing member is a super-elevated portion of one of said web members.

17. (Original) The center plate of Claim 12 wherein said center plate is a monolith.

18. (Original) The center plate of Claim 12 wherein said center plate is a casting.

19. (Original) The center plate of Claim 12 wherein said peripheral wall is a circular wall extending about said base portion.

20. (Presently Amended) The combination of a railroad car and a railroad car truck therefore wherein:

the railroad car has a center plate mounted thereto;
the truck has a center plate bowl having a receiving recess into which the center plate seats in pivotally moveable engagement;
said center plate having a connection portion by which it is rigidly attached to said railroad car;
said center plate having a radially inward portion sized to engagingly fit a king pin;
said connection portion and said radially inward portion being formed from a monolith;
said radially inward portion standing taller than said connection portion; and
said center plate being free of any portion overhanging the receiving recess of said center plate bowl.
